Vol. XXV .... No. 7.605.

PRICE FOUR CENTS.

m, guarded on each side by was requested to rise, when

The state of the s

Colonel and A. A. D. C., Judge

ber of about 50 died. And the said Wirz, still pursuing his wicked purpose, and still aiding in carrying out said conspiracy, did use, and cause to be used for the pretended purpose of vaccination, impure and poisonous died.

## FROM WASHINGTON.

WASHINGTON, Monday, August 21, 1865. APPLICATIONS FOR PARDON.

Up to date about 25,000 applications for pardon have been received at the Attorney-General's utmost caution and discrimination in the matter of par necessity for Executive elemenet

MILITARY PERSONAL.

Major-Gen. Kennedy of the 9th New-York Cavalry, which won high honors under Sheridan in the

The receipts from internal revenue to-day were \$1,346,514 44. The total receipts for the present to September 30 would amount to \$60,000,000, whereas they will probably reach a much higner figure.

PERSONAL.

Ex-Rebel Gen. Cheatham arrived in town

In 1860 there were ninety establishment

The Chicago and North-Western Railroad

of Representatives and ex-Postmaster General.

The receipts at the Internal Revenue Bureau for the last seven days amounted to nearly \$0,000,000.

NEW-JERSEY POLITICS.

Outle a gathering of Jerseymen, the friends of the Hon. Marcus L. Ward, the Union nominee for Governor of New-Jersey, took place to day on the occasion of his wist to Washington. Speeches were made and resolutions adopted piedging additional and generous support to him.

MEMENTO OF JEFF. DAVIS.

A witness called for the defence on the Wirz trial exhibited to varions citizens, to-day, the original commission issued to Jefferson Davis as a Secretary of War. The possessor of the parchmont procured it at the home of Davis on the Mississippi.

The MAILS IN NORTH CAROLINA.

Cost about \$25,000,000 or \$6,000 per mile.

Sam. Whitney of New-York, is dunning the Government for his reciprocity claim.

Dr. H. Debawrowitz, of the Czar's Privy Council, and Inspector-General of the Russian Navy, strived in the steamship Beigian.

The Revolution in Hayti.

Boston, Monday, Aug. 21, 1865.

By the arrival of the brig Example at this port we have advices from Cape Haytien to July 25.

The Rebels still head the place, sustaining a daily cannonading from the National Troops, who had failed to universely the properties of the Russian Navy, strived in the steamship Beigian.

The Revolution in Hayti.

Boston, Monday, Aug. 21, 1865.

By the arrival of the Russian Navy, strived in the steamship Beigian.

The Rebels still head the place, sustaining a daily cannonading from the National Troops, who had failed to mile damage, only three persons having been killed, and a few houses damaged.

It was thought that so long as the Rebels could obtain a supply of ammunition and provisions they could hald out.

A vessel recently ran in with a supply of provisions, although the port is blockaded by two steamers.

Provisions were getting short in the city. There was only seven days' supply on hand.

FROM NORTH CAROLINA.

From The Southern Christian Intelligencer of Aug. 5.
If one-tenth part of the reports are true in regard to the ill-treatment of the blacks, which are coming from all parts of the South, thicker and fister, a most shocking state of things exists. From localities where there are no National troops comes reports that these unfortunate creatures are being hanted down like dogs and desparched without ceremony. The news papers in the South are filled with accounts of these brutal murders, which foot up to an argregate of several hundred deaths per day, which is doubtless only a small portion of the number noticed. An Alabama paper says that this business has become see extensive and

FROM FORTRESS MONROE.

## THE HOUSATONIC TRAGEDY.

All the Officials Blamed for Culpable

A MINORITY VERDICT.

Attempt to Shield the President and Conductor.

Special Dispatch to The N. Y. Tribune

BRIDGEPORT, Monday, Aug. 21, 1665.

The following is the verdiet in the House

to punish or determine the extent of guilt of the paror persons, being restricted to simply inquiring into

THE VERDICT. FAIRFIELD COUNTY, 8. S., BRIDGEPORT, Aug. 18, 1865

four miles north of Bridgeport, in consequence

under the charge of Edward R. Lyman, engineer, The collision occurred at a curve in the road at about

the above named parties. Had not these proper and salutary regulations been disregarded these terrible ing considered the evidence given to us, do. on our oaths, say Mrs. E. O. Wakeman, Mrs. Sarah Egan, Mrs. Henry Lamberton, Mrs. Maria Thorne, Samuel Crofut, William Memott Thomas O'Brien, George W. Mansfeld, Samuel B. The Holl. Darky Mcdee is amireted with the cer and is quite ill.

Surveys and estimates for the inter-colonial railway have been submitted, from which it is learned that the route recommended is via River Du Loug. Bay of Chaleurs. Frederickton and Picton to Hanfax, and will cost about \$25,000,000 or \$40,000 per mile.

Sam, Whitney of New-York, is dunning the Government for his reciprocity claim. of August, 1865, between a passenger train and the locomotive Fairfield, which collision occurred in consequence of the cuipable negligence and want of proper care and caution on the part of Charles Hunt, President and Superintendent, Henry L. Poumb, conductor, An-

> engineer, on said railroad." DWIGHT MORRIS, Foreman. DWIGHT MORRIS, FORMAN,
> James E. Dunhan, Samuel B. Sumner, Wm. W. Holcomb, Lery H. Hubbell, James A. Barks, L. Myron
> Slade, R. Tomlinson, Wm. Way, George W. Olmstead. MINORITY VERDICT.

We dissent to some parts of the whole. To so much

drew Winslow, master mechanic, and Edward Lyman,

of the above verdict as relates to Mr. Andrew Winslow, master mechanic of the Company, and Edwin R. Lyman, engineer of Engine Firsheld, we fully concur with the rest of the jury; to that part of the verdict relating to Charles Hunt, President of the Company, and Henry L. Plumb, conductor of the passenger train, we are unable to give our

Taking the 5th regulation itself, we understand it requires a train that has been stopped to flag approaching trains only. We think this the true and just con, struction, whether this removation is viewed alone or in connection with the 12th egu ation, and it is admitted that such has always been me construct n given by the officers and employes of the Company. No flag was placed on the engine of the passenger train, and under the 12th regulation no engine or train had a right to be on the track at all till 15 minutes before 12 o'clock, the regular time for the next train to leave the Bridgeport Depot, and under these regulations there could be no approaching train on the track till that hour. This pussenger train had at least 25 minutes in which to back down 34 miles to Bridgeport before any engine or train had the right to approach on this track. Had regulation 13 been complied with this extra engine would have been an approaching train, and in that event had neither the Precident or conductor feiled to have sent out flags as required by the 5th regulation, they would have guilty of criminal neglect; but under these regulations we cannot find that Mr. Hunt or Mr Plumb have been guilty of negligence or carelessness in the management of this passenger train. Non-compliance with regula-tion 12th appears to have been the sole occasion of this lamentable accident.

WM. K. SECLEY, WM. G. STEVENSON, Jurors.

The Colchester Spiritualist Trial.

BUFFALO, Monday, Ang. 21, 1865.

The case for the prosecution in the Colchester spiritualist trial closed this afternoon. Several
witnesses have been examined for the defense. A verdict for the defendant is anticipated.